

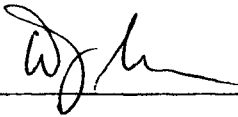
REPORT

DATE: April 5, 2007

TO: Transportation Communications Committee

FROM: Rosemary Ayala, Program Manager, 213-236-1927, ayala@scag.ca.gov

SUBJECT: Administrative Amendment to the 2006 Regional Transportation Improvement Program (RTIP) per SAFETEA-LU

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Recommend the Regional Council adopt Resolution #07-486-01 (attached as Appendix C) approving the proposed Administrative Amendment to the 2006 RTIP.

BACKGROUND:

The RTIP is required to be compliant with the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) by July 1, 2007. Should the RTIP fail to meet SAFETA-LU requirements by July 1, 2007, there will be amendment restrictions to the RTIP which will lead to delays in project delivery. In response to these concerns SCAG conducted a gap analysis and prepared a draft Administrative Amendment so that the RTIP amendment process may continue without disruption.

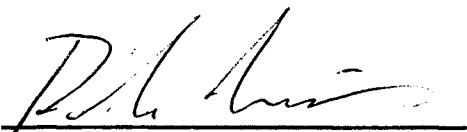
This Administrative Amendment was presented to the Transportation Communications Committee (TCC) at their March meeting in which they approved its release for a 30-day public review period. The public review for this Amendment concludes on March 30, 2007. In a discussion with the Federal Highway Administration (FHWA) on March 2, 2007, SCAG agreed to post as additional background information to the Administrative Amendment, the 2006 RTIP Project Listing Report. SCAG has posted this listing report. SCAG has not received any comments on the Amendment up to the time that this report was prepared. Staff will update the TCC at the April meeting on any comments received.

This Administrative Amendment to the 2006 RTIP does not propose any change to scope, cost or delivery schedule for any of the projects and programs identified in the currently approved 2006 RTIP. Therefore, this Amendment reaffirms the validity of the current 2006 RTIP transportation conformity.

FISCAL IMPACT:

No fiscal impact.

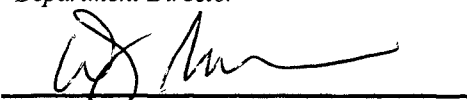
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:

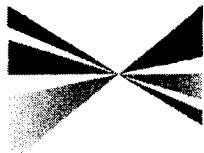

Chief Financial Officer

Administrative Amendment

to

**2006 Regional Transportation Improvement
Program**
(as amended in April 2007)

**In compliance with the Planning Requirements
of
Safe, Accountable, Flexible, Efficient,
Transportation Equity Act – A Legacy for Users
(SAFETEA-LU)
Enacted on
August 10, 2005**



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

April 2007

2006 RTIP Administrative Amendment for SAFETEA-LU Compliance

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I. Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) was signed into law by President George W. Bush on August 10, 2005. SAFETEA-LU presents opportunities as well as challenges in strengthening the existing State and Metropolitan Planning Organization (MPO) transportation planning processes. The Southern California Association of Governments (SCAG), as the MPO for six counties in Southern California, supports and embraces the new requirements and clarifications to existing requirements promulgated through SAFETEA-LU. SCAG believes SAFETEA-LU presents a valuable opportunity to fine tune and strengthen its transportation plans and programs as well as associated planning processes.

This document represents an administrative amendment to SCAG's 2006 Regional Transportation Improvement Program (RTIP). The document demonstrates that the 2006 RTIP is in compliance with the planning requirements of the SAFETEA-LU.

SAFETEA-LU extends the RTIP update cycle from two to four years for metropolitan planning areas that are designated as non-attainment or maintenance. The SCAG Regional Council adopted the 2006 RTIP in July 2006 and was federally approved on October 2, 2006.

SAFETEA-LU establishes July 1, 2007 as the deadline by which State as well as MPO plans and programs must comply with the expanded planning requirements. The potential implication of not complying with this statutory deadline is that meaningful amendments to the existing plans and programs may not be allowed until an RTP and Regional Transportation Improvement Program (RTIP) compliant with the provisions of SAFETEA-LU are in place. For a region as large and diverse as SCAG, this gap between the start of the SAFETEA-LU requirements in July 2007, and the projected date of an updated RTP in 2008, will jeopardize timely delivery of projects worth billions of dollars.

SCAG has held numerous discussions with Federal Highway Administration (FHWA) representatives in California as well as Washington, D.C. and with other impacted agencies such as the Ohio Department of Transportation, San Diego Association of Governments and Metropolitan Transportation Commission (MTC) in the Bay Area, to develop a strategy to address these risks.

As a result of these discussions, SCAG concluded that the best approach to meeting the 2007 deadline, while at the same time permitting the 2008 RTP to benefit fully from the Region's ongoing planning studies, was to prepare an administrative amendment to its 2004 RTP and a subsequent administrative amendment to 2006 RTIP to bring them into compliance with SAFETEA-LU. This administrative amendment will, upon approval by FHWA and the Federal

Transit Administration (FTA), bring the 2004 RTP and the 2006 RTIP in compliance with SAFETEA-LU. Once this is achieved, the RTP and RTIP will no longer face the risk of being frozen during the gap period between the 2007 deadline for compliance with SAFETEA-LU and the adoption of a new RTP and RTIP in 2008.

Since SAFETEA-LU became effective, the federal agencies responsible for implementing this bill have issued a number of interim guidance documents. Furthermore, a Notice of Proposed Rule Making related to SAFETEA-LU was issued on June 9, 2006. In preparing this administrative amendment, SCAG staff reviewed and analyzed all of these documents thoroughly, including the SAFETEA-LU bill. Staff also held several meetings with federal representatives at various levels for guidance and clarification purposes and also participated in the analysis conducted by the California Federal Programming Group (CRPG). Based on the review and analysis of all pertinent and available documents related to SAFETEA-LU, SCAG staff prepared a matrix identifying key issues, an assessment of whether or not the 2006 RTIP addressed the issue and any additional actions that would be necessary to ensure compliance of the 2006 RTIP with SAFETEA-LU requirements.

Subsequently, FHWA issued its own “Gap Analysis matrix” that provided guidance to agencies as to how to meet the new SAFETEA-LU requirements. The FHWA matrix formed the basis for the contents of this document and is attached as Appendix A.

In developing this administrative amendment, staff also consulted with FHWA staff, the Transportation Conformity Working Group, to the County Transportation Commissions/IVAG, and the Transportation and Communications Committee (TCC). A draft will be presented to the TCC in March 2007. SCAG’s Regional Council is expected to adopt this RTIP administrative amendment and forward it to FHWA/FTA by no later than May 2007 for certification.

Based on the discussions with FHWA and FHWA’s Gap Analysis Matrix, the remainder of this document has been organized as follows:

- Section II identifies and discusses SAFETEA-LU requirements that were adequately addressed in the 2006 RTIP
- Section III addresses potential gaps in the 2006 RTIP relative to SAFETEA-LU
- Section IV reaffirms the remainder of the 2006 RTIP, including conformity, and finance plan
- Section V summarizes the conclusions of this administrative amendment

II. SAFETEA-LU Requirements Addressed in the 2006 RTIP

This section identifies and briefly discusses the SAFETEA-LU requirements that are addressed in the 2006 RTIP. The order of the requirements is based on the FHWA Gap Analysis matrixes presented in Appendix A and are as follows:

1. PROGRAMMING DOCUMENT

SAFETEA-LU requires an MPO to develop an RTIP with projects/project phases covering four years. The SCAG 2006 RTIP Volume III includes a six-year program. In Summer 2006 this program was made available to the public and underwent the public review process.

2. ANNUAL LISTING OF PROJECTS

SAFETEA-LU requires the production of this annual listing with the cooperation of Caltrans and the public transportation operators throughout the SCAG region. Additionally, SAFETEA-LU also requires an additional list which identifies all bicycle/pedestrian projects for which Federal funds were obligated in the preceding year. The listing is available on SCAG's website.

3. CONSULTATION AND COOPERATION

SAFETEA-LU requires consultation with non-metropolitan local officials and Tribal governments in the development of the long-range statewide transportation plan and Statewide Transportation Improvement Program (STIP). The FHWA Gap Analysis matrix suggests the following potential "closing the gap" step:

- Continuing consultation with partners (i.e., State, MPOs, non-metropolitan local officials, and Tribal government) [no change].

The process for developing, updating and approving the Regional Transportation Improvement Program (RTIP) in the SCAG region is consistent with the public participation requirements under SAFETEA-LU. The Public participation process for development and approval of County TIPs and the SCAG RTIP is described in the sections below.

A. RTIP Public Participation Process in the SCAG region

There are several opportunities for the public to view and comment on projects and programs during the development of each county TIP and approval of the SCAG RTIP. These public participation opportunities are described below.

i. Project Identification

Public participation begins at the local agency level starting with identifying projects and associated work scopes based on local and regional transportation needs. Newly identified projects are commonly placed on funding needs lists, funding plans or capital improvement program plans and programs that identify projects to be funded. These lists, plans and programs are adopted by local agency boards (mostly elected officials) in meetings open to the general public. Stakeholders, interest groups and the general public have the opportunity to view and comment on these projects and local plans prior to local agency board approvals.

ii. Project Funding

The general public, interested parties and stakeholders have an opportunity to review and comment on projects and programs during the allocation of funds by local agencies including cities, counties, special districts, county transportation commissions (CTCs) and the Imperial Valley Associated Governments (IVAG).

The process of assigning specific funding sources to projects normally occurs in meetings open to the general public by public policy boards. For example, the CTCs and IVAG in the SCAG region conduct “call for projects” when funding under their control (federal, state and/or local) is available for programming. Local agencies apply and compete for available funding based on adopted eligibility guidelines consistent with federal, state and local county requirements. Candidate projects usually have gone through an initial public review process described in Section 2.A above, and are included in a local agency capital improvement needs programs or plans. The CTCs and IVAG work through their respective committee review process to develop a list of projects recommended for funding and adoption by each respective policy board. CTCs/IVAG review committees are comprised of local agency staff (stakeholders and interested parties), and in some cases include public elected officials. Review committee meetings are publicly noticed. The recommended project lists approved by the committees are forwarded to the respective policy boards for approval. Projects proposed for funding are made available for review by the general public, stakeholders and interested parties in advance of adoption by the CTCs/IVAG policy boards. All allocation of

funds by the policy boards occur in publicly noticed meetings open to the general public.

The allocation of public funds to projects by other entities go through public review processes that are consistent with the federal, state and/or local laws that govern the allocation of the funds.

iii. County TIP Development

The CTCs and IVAG develop their respective TIPs based on RTIP Guidelines written by SCAG in consultation with the CTCs/IVAG and Federal Highway Administration staff. All projects programmed in County TIPs have been previously approved for funding by the entity responsible for allocating the project funds such as described above in Section 2.B. When submitting County TIPs to SCAG, each CTC and IVAG is required to adopt a financial resolution which certifies that it has the resources to fund the projects in the TIP and affirms its commitment to implement all projects. The financial resolution is approved by each policy board in publicly noticed meetings open to the general public.

iv. SCAG RTIP Development

SCAG develops the RTIP for the six-county region based on the County TIPs prepared and submitted by the CTCs and IVAG described above in Section 2.C. A public hearing was held at the SCAG offices for a 30-day public review. Notices of the public hearings were placed in the major newspapers throughout the SCAG region. SCAG conducted additional public outreach efforts through the placement of public notices in minority newspapers such as, but not limited to, Los Angeles Sentinel, La Opinion, El Chicano Newspaper, The Chinese Daily News, and The Korea Times. The Draft SCAG RTIP documents were available for review and comment by stakeholders, interested parties and the general public through the SCAG internet website at <http://www.scag.ca.gov/rtip> and at public libraries throughout the six-county region prior to the public hearing. In addition to the public hearing held at the SCAG office, SCAG committees and working groups also review and discuss draft RTIPs. These SCAG groups include the Regional Transportation Agencies' Coalition (RTAC), the Transportation and Communications Committee (TCC), the Transportation Conformity Working Group (TCWG), the Energy and Environment Committee (EEC) and the Chief Executive Officers' Committee. The SCAG Regional Council takes final action when they review and adopt the RTIP.

Copies of public notices and legal advertisements for the 2006 RTIP public hearing can be found in Section V of the Final 2006 RTIP Technical Appendix Volume II and III dated July 2006.

v. SCAG RTIP Updates

Proposed amendments to state and federally-adopted RTIPs are submitted by the CTCs and IVAG to SCAG. After SCAG has completed its analyses of the proposed change(s) to the RTIP to ensure consistency with the various programming rules and regulations, SCAG posts the proposed change(s) electronically for a 30 day public review and comment period on the SCAG website at <http://www.scag.ca.gov/rtip>. In addition to posting the amendment information on the web, a notice is sent to various stakeholders and interested parties as part of the RTIP amendment public review process.

B. Schematic of the Public Participation Process

The schematic below helps to illustrate when stakeholders, interested parties and the general public have the opportunity to review and comment during the TIP programming development process described above in Section 2.

SCAG RTIP Public Participation Process

Public Review & Comment

Development of project lists requiring funding are commonly adopted by public boards in meetings open to the general public.

The allocation of funds to projects commonly occurs by policy boards in publicly noticed meetings open to the general public.

CTCs & IVAG policy boards adopt RTIP financial resolutions. Noticed public hearing is held at the SCAG office to take public input on RTIP document.

Proposed amendments to the RTIP are posted to the SCAG web site 30 days prior to transmittal to State and Federal agencies for approval.

TIP Development Process

Project Identification

Projects are identified based on needs and placed on capital improvement programs or other lists awaiting funds.

Project Funding

Projects receiving state and federal funds and/or approvals and local projects determined regionally significant are identified for programming in County TIPs and the SCAG RTIP

County TIPs & SCAG RTIP Development

Projects are first programmed in County TIPs and then submitted to SCAG for inclusion in the SCAG RTIP.

RTIP Updates

SCAG processes amendments to the RTIP based on changes requested by the CTCs and IVAG.

4. INTERESTED PARTIES AND PARTICIPATION

The SAFETEA-LU requires that a formal Public Participation Plan be developed in consultation and coordination with the "interested parties" allowing necessary public review prior to final adoption. While a Public Participation plan was not formally adopted for the 2006 RTIP the outreach strategy is discussed in item 3. RTIP Public Participation Process in the SCAG Region as well as the actual documentation in the Technical Appendix Volume II of III of the 2006 RTIP.

Coordination with Tribal Governments

SAFETEA-LU has a special emphasis on involving tribal governments in transportation planning decisions. SCAG has a history of doing more than most MPOs in the nation to ensure the inclusion of Tribal Governments in the decision making process. This section describes SCAG's effort in this arena.

There are 109 federally-recognized Tribal Governments in California, sixteen of which are located in the SCAG Region. Eleven of these Tribes are located in Riverside County, four are located in San Bernardino County and one is in Imperial County.

In recent years, both the federal and state governments have placed increasing importance on the involvement of Tribal Governments in the regional planning process.

As a designated MPO under federal law and as a Regional Transportation Planning Agency (RTPA) under state law, SCAG must ensure that regional transportation plans and programs include a public participation process that involves Native Americans and consultation with federally-recognized Tribal Governments.

SCAG is the nation's largest MPO to take the step of providing the region's federally-recognized Tribal Governments with formal representation on the region's policy-making committees. In November 2002, the SCAG Regional Council adopted a Strategic Plan to set a course for the organization through the first decade of the 21st Century. One of the goals in the Strategic Plan called for establishing a formal role for Native Americans in the regional transportation planning process. SCAG began a series of summit meetings in 2003 with leaders from the respective Tribal Governments and their representatives. The summits were designed to explain SCAG's roles and

responsibilities for the Region, to encourage the Tribal Governments to receive input from the Tribal Governments regarding the 2004 Draft RTP and to identify how the Tribal Governments could participate more effectively in the regional planning process.

In June 2004, SCAG hired a consultant to help facilitate the participation of Tribal Governments in the regional transportation planning process. As a result of the initial summit meetings with the Tribal Governments, SCAG appointed the representatives from two Tribes to SCAG's Maglev Task Force. The September 2003, February 2004 and March 2004 Summits provided the Tribal Governments with opportunities to receive a number of presentations about various SCAG plans and programs. Some of the outcomes that were initiated by SCAG as a result of the Summit meetings with the Tribal Governments included adding them to SCAG policy committee mailing lists and other communications or outreach lists to ensure that Tribal Governments were being informed of regional planning activities. In the late Spring and early Summer of 2005, SCAG convened a number of successive meetings with the Tribal Governments and their staff to further define and develop how the two could work together more effectively.

In June 2005, SCAG established a Tribal Government Relations Task Force to facilitate negotiations regarding the formal participatory framework for the Tribal Governments within the SCAG planning process. The SCAG Tribal Government Relations Task Force subsequently released draft language that documented how the Tribal Governments would participate at SCAG. The Tribal Government Relations Task Force met with the Tribal Governments to present the proposed language and to receive input. Comments from the Tribal Governments were incorporated and forwarded for approval and adoption into SCAG's by-laws.

In May 2006, SCAG's Regional Council voted to revise its by-laws to formally establish a policy-making role for the Tribal Governments in the Region. The by-laws essentially provided a total of seven voting seats on SCAG's various policy committees. The revised by-laws recognized a new Tribal Government Regional Planning Board that would consist of federally-recognized Tribal Governments from within the SCAG region. With this decision, a locally elected member from the Tribal Government Regional Planning Board would also be elected to serve on the SCAG Regional Council and Administration Committee as a full voting member. The purpose of selecting Tribal Government council members that are elected by the Tribes themselves was to ensure their participation as voting members on SCAG's policy committees. In addition, two voting seats were added to each of SCAG's three policy committees.

The efforts to encourage the participation of Tribal Governments in the regional planning process are reflective of SCAG's intention to go beyond the

legal requirements of: (1) public participation; (2) environmental justice and (3) consultation. SCAG recognizes that it is good planning practice and good public policy to communicate with and incorporate comments from all the communities within the Region. In light of the recent urbanization and economic activities experienced on many of the reservations, there is no question that the cooperative efforts of SCAG and the Tribal Governments have become increasingly important. These efforts will lead to new found opportunities for continued collaborative work toward regional solutions.

5. VISUALIZATION, ELECTRONIC PUBLICATION, AND 2006 RTIP ACCESS

SAFETEA-LU public participation requirements stipulate that Transportation Improvement Programs (TIPs) be published or made available for public viewing and comment by stakeholders, interest groups and the general public. The requirements also state that the TIP be made available in electronically accessible formats to the maximum extent possible, and that visualization techniques be employed to depict plans.

The 3 volumes of the 2006 RTIP were made available via the World Wide Web. All of the documents were made available in portable document format (PDF), an electronically accessible format, on the World Wide Web. Public notices included references to the electronic accessibility of RTIP and CDs of the RTIP were produced and distributed.

The latest visualization techniques were utilized in presenting and communicating the 2006 RTIP. Power point presentations were used to the fullest extent possible at committee meetings. Tables, charts, graphs and spreadsheets were also utilized to illustrate financial information.

The 2006 RTIP as well as subsequent amendments remain available on the SCAG website.

6. OPERATING AND MAINTAINING THE EXISTING TRANSPORTATION SYSTEM

A core component of the region's system management strategy is protecting our investment in the current transportation infrastructure. The region has invested billions of dollars in developing its multi-modal transportation system and must protect these investments for current and future generations. In accordance with FHWA/FTA guidance on fiscal constraint requirements, the SCAG addresses system level operation and maintenance needs/costs in addition to capital projects in both the RTP and the RTIP.

This core commitment to operating and maintaining the region's existing transportation system is reflected even during the near term years of the 2006 RTIP, generally implementing the policy and planning goals of the RTP.



Major funding/programming categories for operation and maintenance commitments in the 2006 RTIP are highlighted below.

- **(SHOPP) – State Highway Operation and Protection Program**
State gas tax revenues are used for operations, maintenance and rehabilitation of the highway system. SHOPP revenues are taken “off the top” before allocations are made for the STIP. The Ten-Year SHOPP plan is developed by Caltrans and provides the framework for the short-term SHOPP. The 2006 SHOPP is reflected in this RTIP.
- **SCAG Regional Arterial System/Local Streets and Roads** – The cost of maintaining the region’s arterial network/local streets and roads are incorporated into SCAG’s financial analyses for both the RTP and the RTIP. SCAG reviews a number of local pavement management systems and additional arterial network studies conducted by the region’s local entities including the county commissions, LACMTA’s System Preservation Needs Assessment Study is one example. Additional data is collected from the Assembly of Statistical Reports published annually by Caltrans, and the California State Controller’s Reports.
- **Transit Operation and Maintenance** – SCAG reviews operation and maintenance data from the most recent short range transit plans (and strategic plans or long range plans as may be available) for the major transit operators in the region including the following: Omnitrans (San Bernardino County), Riverside Transit Agency and Sunline Transit (Riverside County), South Coast Area Transit (Ventura County), LACMTA (for all LA County operators), and OCTA (Orange County). Data on Imperial County transit programs are collected from Imperial County Public Works. Additionally, annual budgets as well as strategic plans are reviewed for the Southern California Regional Rail Authority—the Region’s commuter rail system.

Costs/Needs analysis for transit operation and maintenance include fixed route services (bus, urban rail, light rail and commuter rail), community shuttle services, paratransit and dial-a-ride services. In addition to operations and maintenance, the SCAG region’s transit cost assessments reflected in the 2004 RTP and programmed in the 2006 RTIP, incorporate replacement and rehabilitation needs of transit vehicles for both existing and near-term expansion services. Despite the fiscal challenges in recent years, transit operators in the SCAG region have been able to adequately expand their capital facilities/services while meeting current operations and maintenance functions.

III. Addressing the Gaps

This section addresses “gaps” that is, where the current RTIP is not in compliance with SAFETEA-LU. This section is organized to coincide with the FHWA Gap Analysis matrix in Appendix A and is summarized as follows:

1. FOUR-YEAR PROGRAMMING DOCUMENT

SAFETEA-LU requires an MPO to develop an RTIP with projects/project phases covering four years. The SCAG 2006 RTIP Volume III included a six-year program.

It is important to note, that the 2006 RTIP released for public review in June 2006 and ultimately approved by the federal agencies, identified programming amounts for each of the six years (2006/07-2011/12) where applicable. Per SAFETEA-LU requirements the report was updated to reflect grand totals for the first four years with a combined total for the last two years.

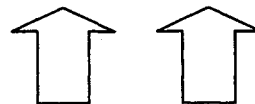
Original RTIP Programming Document

FUND	YEAR	ENG	ROW	CONS	TOTAL	PRIOR	2006/07	2007/08	2008/09	2009/10- 2011/12	PROJECT TOTAL
	06/07										
	07/08										
	08/09										
	09/10										
	10/11										
	11/12										



SAFETEA-LU RTIP Programming Document

FUND	YEAR	ENG	ROW	CONS	TOTAL	PRIOR	2006/07	2007/08	2008/09	2009/10	2010/11 2011/12	PROJECT TOTAL
	06/07											
	07/08											
	08/09											
	09/10											
	10/11											
	11/12											



2. FINANCIAL PLAN

SCAG, as the Metropolitan Planning Organization (MPO), is required by federal statute to adopt a Transportation Improvement Program (TIP) for the six county region comprising Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The RTIP must include a financial plan that fully identifies estimated revenues available to meet annual programming levels. As per 23 U.S.C. Section 134(h) and 23 CFR Section 450.324 (e), SCAG's 2006 RTIP demonstrates financial constraint by identifying all transportation funds available including federal, state, and local sources to meet programming needs. Volume II, Section IV of the 2006 RTIP demonstrated that the financial constraint requirements for the financial plan

were met. An electronic copy of the discussion showing how these federal requirements were met can be found on the World Wide Web at http://scag.ca.gov/rtip/final06/final_RTIP_vol2of3_Sec04_jul06.pdf. Appendix C lists the most current SCAG Regional Financial Summary for the 2006 RTIP.

For the RTIP, the financial plan must demonstrate which projects can be implemented using current revenue sources and which projects will be implemented using proposed revenue sources. In non-attainment and maintenance areas, the financial plan must demonstrate compliance with federal requirements limiting the programming of projects for the first two years of the RTIP to those for which funds are “available or committed” [23 CFR 450.324 (e)].

The financial plan also demonstrates compliance with federal requirements limiting the programming of projects for the first four years of the RTIP to funds which are “available or committed.” The RTIP is consistent with funding reasonably expected to be available for the fiscal years adopted. Programmed amounts for the first four years of the RTIP do not exceed expected revenues for the first four years of the RTIP.

Per State Assembly Bill 1246 (AB 1246), County Transportation Commissions within the SCAG region have certain responsibilities for short-range planning and programming, including responsibility for the development of County Transportation Improvement Programs. One requirement of the Financial Plan for the RTIP is a re-certification by SCAG that each County Transportation Commission and IVAG has the resources to implement the projects in their County Transportation Improvement Programs. SCAG received resolutions from each County Transportation Commission and IVAG certifying fiscal constraint.

SCAG is also responsible for making the following determinations:

- ♦ The 2006 RTIP is consistent with the Fund Estimate adopted by the California Transportation Commission (September 29, 2005) as required by the California Government Code, Section 14527.
- ♦ The 2006 RTIP is consistent with the adopted 2004 RTP (April 1, 2004), as required by the California Government Code, Section 65080.

SCAG's 2006 RTIP utilizes the 2006 State Transportation Improvement Program (STIP), approved by the California Transportation Commission on April 27, 2006. The 2006 RTIP reflects the passage of the federal surface transportation reauthorization bill, SAFETEA-LU. Programming levels for the Local Surface Transportation Program (LSTP) and the Congestion Mitigation

Air Quality (CMAQ) program are based on the estimated distribution of funds provided by Caltrans to Metropolitan Planning Organizations. For the 2006 RTIP, revenues and programming estimates are expressed in year of expenditure dollars—consistent with the 2006 STIP.

In addition to federal and/or state funded projects, the 2006 RTIP includes local projects that may require federal approval or conformity findings as may be necessary. Funding sources associated with these projects are identified as well.

Additionally, SCAG's 2006 RTIP relies on the financial forecasting model developed for the region's 2004 Regional Transportation Plan (RTP)—the long-range plan for the six-county SCAG region. The policies and investment strategies of SCAG's 2004 RTP set the framework for the 2006 RTIP. As a result, SCAG's 2006 RTIP has demonstrated financial constraint. The 2006 RTIP is fiscally constrained by year as required by SAFETEA-LU.

3. VISUALIZATION TECHNIQUES

Since the 2006 RTIP was adopted and made available on the SCAG web site the Geographic Information System (GIS) were utilized to digitize all RTIP modeled projects in the region. These projects are linked to the adopted project list which allows interested parties to click on a project and view the project ID and project description. This GIS mapping tool is available on the World Wide Web <http://mapper.scag.ca.gov/imf/sites/rtip/jsp/launch.jsp>. SCAG will continue to improve and actively pursue the latest technology in order to enhance and further incorporate visualization techniques in all future RTIP's.

4. HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program under SAFETEA-LU (23 USC 148) requires each state to develop and implement a Strategic Highway Safety Plan by October 1, 2007. The purpose of the Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on public roads. The Strategic Highway Safety Plan is required to identify and analyze highway safety problems and opportunities, produce a program of projects or strategies to reduce identified safety problems, be evaluated on a regular basis with annual reports submitted to the Secretary.

California Strategic Highway Safety Plan (SHSP)

The California SHSP was released in September 2006 as the map to guide the future of roadway safety for California. The California SHSP goal for California is to reduce roadway fatalities to less than one roadway fatality per 100 million vehicle miles (VMT). Roadway fatalities in 2004 equaled 1.25 fatalities per 100 VMT.

The SHSP is the result of a statewide collaborative effort that involved more than 190 active participants from 80 California public and private stakeholder groups including SCAG.

As part of the SHSP development process, SCAG provided guidance and input in the development of the SHSP and the 16 Challenge Areas identified in the Plan to better address California's specific needs. SCAG staff is currently participating on half of the 16 Challenge Area steering committees that will help develop the SHS Implementation Plan, the Challenge Area Action Plans, and the proposed methodologies for evaluating the Actions Plans.

SCAG staff involvement in the development and implementation of the California SHSP will ensure that SCAG planning documents, including the Regional Transportation Improvement Program (RTIP), will be consistent with the Highway Safety Improvement Program provisions under SAFETEA-LU. SCAG will work with the county transportation commissions and IVAG to incorporate SHSP implementation strategies as part of the 2008 RTIP development and programming process.

Currently, the 2006 RTIP addresses the Strategic Highway Safety Plan (SHSP) in several ways.

First, the RTIP has programmed State Highway Operations Protection Program (SHOPP) funded projects. SHOPP projects maintain and enhance the safety of motorists on California highways. Some examples of SHOPP funded projects that address the goals of the SHSP include pavement and shoulder widening projects, construction of traffic calming features, and the elimination of roadside obstacles.

Second, Safe Routes to Schools (SR2S) projects are also programmed in the RTIP. SR2S projects improve pedestrian safety to schools which is another important goal of the SHSP.

Third, the inclusion of projects in the RTIP funded by the Hazard Elimination Safety Program (HES), a federal safety program that provides funds for safety improvements on all public roads and highways, is another example of how the RTIP addresses the goals of the SHSP. HES funds serve to eliminate or

reduce the number and/or severity of traffic accidents at locations selected for improvement.

Fourth, the RTIP also includes projects that are funded by the Railway-Highway Crossing Safety Program (Section 130). These funds are used for projects that enhance and improve safety for motorists, pedestrians, and rail passengers on railway-highway crossings.

Finally, the RTIP addresses the SHSP through the programming of bike projects. The bike projects that are programmed help complete the gaps in bicycle lane routes throughout California. The addition of these "bike only" projects to complete gaps means that fewer bicyclists will share the road with automobiles which will improve safety for bicyclists. In summary, the 2006 RTIP programs projects that address the SHSP. Future RTIPs will continue to address the goals of the SHSP.

5. PUBLIC PARTICIPATION PLAN

SCAG's Regional Council adopted this plan at their March 1, 2007 meeting. Prior to adoption by SCAG's Regional Council, a draft of this plan was presented to SCAG's Transportation and Communications Committee (TCC) in October 2006 and released for public review and comments. A copy of the adopted Public Participation Plan is available on the SCAG website <http://scag.ca.gov>.

6. PUBLIC TRANSIT ELEMENT

The SCAG region is working in consultation with the County Transportation Commissions on the Public Transit Element for FTA 5316 and FTA 5317 funds. MTA, VCTC, and OCTA have requested to be the designated recipient for their urbanized areas and are currently developing a Public Transit-Human Services Transportation Plan. SCAG remains the designated recipient for San Bernardino and Riverside Counties. SANBAG and RCTC are also developing a Public Transit-Human Services Transportation Plan in consultation with SCAG.

IV. Reaffirmation of the Valid Portions of the 2006 RTIP

1. TRANSPORTATION CONFORMITY

There are no changes to the required conformity components of the 2006 RTIP, i.e., changes to financial constraint, timely implementation of transportation control measures (TCMs), the regional emission analysis and the inter-agency consultation/public review. Consequently, this document

reaffirms the validity of conformity on the 2006 RTIP made by FHWA/FTA on October 2, 2006.

2. FISCAL CONSTRAINT

This administrative amendment to the 2006 RTIP does not propose any change to scope, cost or delivery schedule for any of the projects and programs identified in the currently approved 2006 RTIP.

Given the nature of the programming process all amendments to the 2006 RTIP since its adoption have demonstrated fiscal constraint to the financial plan. Therefore, the fiscal integrity of the currently approved 2006 RTIP remains valid and intact.

V. Conclusion

In conclusion, this 'administrative amendment' demonstrates compliance with the planning requirements of the SAFETEA-LU legislation by addressing the following components of the 2006 RTIP; programming document, financial constraint, enhanced visualization techniques, public participation plan, State Highway Safety Plan and Public Transit Element.

Therefore, a SAFETEA-LU compliant Regional Transportation Improvement Program will be in place in the SCAG region upon adoption of this document by SCAG's Regional Council and subsequent certification by FHWA/FTA. This will allow SCAG to continue moving forward with future amendments to the 2006 RTIP beyond July 1, 2007.

In preparing this document staff reviewed and analyzed the SAFETEA-LU bill as well as all pertinent directives, interim guidance as well as proposed new rules issued by FHWA/FTA. In particular, this document follows and addresses the new requirements identified in a Gap Matrix made available in April of this year by FHWA attached here as Appendix A.

Section II of this document describes how and where some of the new requirements were already met in the 2006 RTIP. Section III addresses all the new and/or expanded requirements that were not fully met.

It is important to note that this administrative amendment does not change the projects defined in the 2006 SCAG RTIP and therefore does not, in any way, change the finance plan to deliver these projects. This document also does not change the conformity findings of the 2006 RTIP.

Therefore, SCAG urges FHWA/FTA to find this administrative amendment to be satisfactory and adequate in meeting the planning requirements of SAFETEA-LU, thereby, deeming the 2006 RTIP to be compliant with SAFETEA-LU. SCAG will work closely with FHWA/FTA in addressing any questions or concerns that may arise to ensure timely certification of this amendment.

APPENDICES

APPENDIX A: FHWA Gap Analysis Matrix

SAFETEA-LU Transportation Planning and Programming Requirements (as amended by SAFETEA-LU Sections 3005, 3006, and 6001)

Statutory Planning and Programming Requirements		Key Changes Between ISTEA/TEA-21 and SAFETEA-LU		Potential SAFETEA-LU "Closing the Gap" Steps
UPDATE CYCLES ▪ TIPs and STIPs [23 U.S.C. 134/49 U.S.C. 5303(j)(1)(D) and 23 U.S.C. 135/49 U.S.C. 5304(g)(1)]	Transportation Improvement Program (TIP)		Statewide Transportation Improvement Program (STIP)	• Develop an approvable TIP with projects/project phases covering four years.
	• To be updated every four years (as opposed to the former requirement of every two years).			
ANNUAL LISTING OF PROJECTS [23 U.S.C. 134/49 U.S.C. 5303(j)(7)(B) and 23 U.S.C. 135/49 U.S.C. 5304(g)(4)(B)]	• Span of TIP increased from 3 to 4 years		• To be updated every four years or more frequent if Governor so elects (as opposed to the former requirement of every two years).	• Develop an approvable STIP with projects/project phases covering four years.
	• Span of STIP increased from 3 to 4 years			
	• New project element to be specifically included (pedestrian walkways and bicycle transportation facilities).			
	• Added requirement for cooperative development by MPO partners (i.e., State and public transportation operators).			• MPO (with State(s) and public transportation operator(s)) should review existing process for developing the Annual Listing. • Publish list identifying all bicycle/pedestrian projects for which Federal funds were obligated in the preceding program year.

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
METROPOLITAN AND STATEWIDE TRANSPORTATION PLANNING FACTORS [23 U.S.C. 134/49 U.S.C. 5303(h)(1) and 23 U.S.C. 135/49 U.S.C. 5304(d)(1)]	<ul style="list-style-type: none"> ◆ Added a new stand-alone factor "increase the safety of the transportation system for motorized and non-motorized users." 	<ul style="list-style-type: none"> • Review TIP/STIP project selection criteria to ensure they reflect safety priorities (e.g., SHSP and/or MPO region's priorities).
FISCAL CONSTRAINT [23 U.S.C. 134/49 U.S.C. 5303(i)(2)(C); (j)(1)(C); (j)(2)(B); and (j)(3)(D) and 23 U.S.C. 135/49 U.S.C. 5304(f)(5); (g)(4)(E); and (g)(4)(F)]	<ul style="list-style-type: none"> ◆ No significant changes in SAFETEA-LU. 	<ul style="list-style-type: none"> • Review and reaffirm fiscal constraint of transportation plans and programs as they are updated or amended. • Confirm revenues and costs related to system operations and maintenance activities covered in transportation plans and programs. <i>Refer to the FHWA/FTA Interim Guidance on Fiscal Constraint of Transportation Plans and Programs (http://www.fhwa.dot.gov/planning/fcindex.htm or www.fta.dot.gov → Grant Programs → Transportation Planning & Environment → Statewide & Metropolitan Planning)</i>

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTE/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
<p>CONSULTATION AND COOPERATION</p> <ul style="list-style-type: none"> ▪ Transportation Plans [23 U.S.C. 134/49 U.S.C. 5303(g) and (i)(4) and 23 U.S.C. 135/49 U.S.C. 5304(f)(2)] ▪ TIP and STIP [23 U.S.C. 134/49 U.S.C. 5303(j)(1)(C) and 23 U.S.C. 135/49 U.S.C. 5304(g)(2)] ▪ Land Use Management and other Resource Agencies [23 U.S.C. 134/49 U.S.C. 5303(i)(4) and 23 U.S.C. 135/49 U.S.C. 5304(f)(2)(D)] 	<ul style="list-style-type: none"> ♦ Consultation with non-metropolitan local officials and Tribal governments in the development of the long-range statewide transportation plan and STIP. ♦ MPOs and State DOTs shall consult with local/State land use management, natural resource, historic and other agencies in the development of transportation plans. 	<ul style="list-style-type: none"> • Continuing consultation with partners (i.e., State, MPOs, non-metropolitan local officials, and Tribal government) [no change]. • Compare transportation plans with available conservation plans and maps and/or compare with available inventories of historic or natural resources.
<p>AIR QUALITY¹ CONFORMITY [23 U.S.C. 134(i)(3)]</p>	<ul style="list-style-type: none"> ♦ Requirement to determine conformity is now every four years (instead of every three years). ♦ Allowance of a 1 year "grace period" before conformity lapse (in certain instances) 	

¹ Section 6011 of SAFETEA-LU contained other transportation conformity provisions. USDOT and USEPA issued joint "Interim Guidance for Implementing the Transportation Conformity Provisions in the SAFETEA-LU" on February 14, 2006. The Interim guidance is available at: <http://www.fhwa.dot.gov/environment/conformity/sec6011guidmemo.htm>

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
PUBLIC TRANSIT ELEMENT	<ul style="list-style-type: none"> ♦ Coordinated Public Transit-Human Services Transportation Plan (per 49 U.S.C. 5310, 5316, and 5317). 	<ul style="list-style-type: none"> • Entity responsible for developing the Coordinated Public Transit-Human Services Transportation Plan is not defined in SAFETEA-LU. • Solicitation for projects from plan to be done in cooperation with MPO

APPENDIX A: FHWA Gap Analysis Matrix

<p>INTERESTED PARTIES AND PARTICIPATION [23 U.S.C. 134/49 U.S.C. 5303(i)(5), (i)(6), and (j)(4) and 23 U.S.C. 135/49 U.S.C. 5304 (f)(3) and (g)(3)]</p>	<ul style="list-style-type: none"> ◆ Definition of "interested parties" to be engaged in statewide and metropolitan transportation planning has been expanded. ◆ Participation Plan (required for MPOs) <ul style="list-style-type: none"> - Shall be developed in consultation with "interested parties." - Publish or make available for public view transportation plans, STIPs and TIPs. - Hold public meetings at convenient and accessible times and locations. ◆ Publication of statewide and metropolitan transportation plans, and TIP... to the maximum extent practicable. <ul style="list-style-type: none"> - Make information available in electronically accessible formats (e.g., world wide web). ◆ Employ visualization techniques to depict statewide and metropolitan transportation plans. 	<ul style="list-style-type: none"> • State DOTs and MPOs should review current public involvement plan/procedures and make necessary changes to reflect SAFETEA-LU provisions. • Confirm that stakeholders, interest groups, general public had/have opportunity to comment on public involvement plans and transportation plans/programs. • Where not apparent, give groups/general public opportunity to review/comment; update or amend participation plan, as needed. • To maximum extent practicable, statewide and metropolitan transportation plans and programs (with the exception of the STIP) shall be available in electronic formats (e.g., on a website). • Refer to FHWA Scenario Planning website or Land Use/Transportation Tool Kit (add web links) for examples of visualization techniques.
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Appendix B:
SCAG Regional Financial Summary

Southern California Association of Governments
2006 Regional Transportation Improvement Program Financial Summary
(Includes amendments)
(In \$000's)

Revenue versus Programmed	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (Includes Minor A Program)	\$13,306	\$46,093	\$16,149	\$118,395	\$193,943
STIP	\$24,165	\$1,380	\$27,398	\$2,164	\$55,107
Local Assistance					
Congestion Mitigation and Air Quality	\$39,606	\$52,035	\$93,800	\$187,286	\$372,727
Regional Surface Transportation Program	\$10,412	\$48,887	\$62,214	\$192,799	\$315,368
Highway Bridge Replacement and Rehabilitation Program	\$288	\$0	\$863	\$19,868	\$21,019
Surface Transportation Program Enhancement	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program Railroad Grade Crossing Protection	\$0	\$0	\$0	\$0	\$0
Other Federal Highway Programs					
Federal Lands Highway Program	\$0	\$0	\$0	\$0	\$0
Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
NCPD Program/Borders/Corridor Program	\$250	\$0	\$0	\$0	\$250
Recreational Trails	\$0	\$0	\$0	\$0	\$0
Transportation and Community and System Preservation Pilot Program	\$0	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	\$80,734	\$15,050	\$30,058	\$0	\$125,842
Emergency Relief Program	\$0	\$0	\$0	\$0	\$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	\$500	\$3,876	\$0	\$0	\$4,376
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0	\$0
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$13,062	\$5,777	\$39	\$0	\$18,878
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309(a) - Fixed Guideway Modernization	\$0	\$0	\$0	\$0	\$0
5309(b) - New Starts	\$0	\$0	\$0	\$0	\$0
5309(c) - Bus Allocation	\$6,430	\$2,050	\$2,000	\$0	\$10,480
5310 - Elderly & Persons with Disabilities Formula Program	\$300	\$950	\$950	\$0	\$2,200
5311 - Nonurbanized Area Formula Program	\$951	\$1,314	\$2,204	\$0	\$4,469
5313 - State Planning and Research	\$0	\$0	\$0	\$0	\$0
5314 - National Research and Technology Program	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute	\$0	\$0	\$0	\$0	\$0
5317 - New Freedom Program	\$0	\$0	\$0	\$0	\$0
5318 - Bus and Bus-Related Projects	\$0	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)	\$0	\$0	\$0	\$0	\$0
Other State Funds					
Traffic Congestion Relief Program	\$3,207	\$17,271	\$0	\$14	\$20,492
Other (State Transit Assistance;University; AB2766; PUC; STAL)	\$3,445	\$14,848	\$13,848	\$0	\$32,141
Local Funds	\$1,917,778	\$1,806,730	\$2,500,131	\$27,175	\$6,251,814
Total Revenue versus Programmed	\$2,114,434	\$2,016,261	\$2,749,654	\$547,701	\$7,429,106

*STIP-RIP funds include funds from 2006/07 ROW Allocation Plan and Status of Unallocated FY 2005/06 Projects

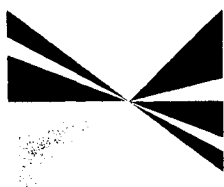
Southern California Association of Governments
2006 Regional Transportation Improvement Program Financial Summary
(Includes amendments)
(In \$000's)

Programmed	2006/07	20007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP	\$675,877	\$673,972	\$672,149	\$648,828	\$2,670,826
STIP	\$525,803	\$804,662	\$804,721	\$212,451	\$2,347,637
STIP-RIP	\$400,475	\$722,222	\$632,326	\$101,417	\$1,856,440
2006/07 ROW Allocation Plan	\$523	\$0	\$0	\$0	\$523
Status of Unallocated FY 2005/06 Projects	\$6,988	\$0	\$0	\$0	\$6,988
STIP-RIP - prior commitments	\$652	\$166	\$0	\$0	\$818
STIP-IIP	\$55,199	\$20,284	\$116,253	\$68,443	\$260,179
STIP-IIP - TE	\$817	\$12,793	\$4,505	\$4,850	\$22,965
STIP-RIP - TE	\$31,420	\$22,597	\$25,037	\$11,082	\$90,136
Local Assistance					
Congestion Mitigation and Air Quality	\$200,936	\$200,488	\$156,795	\$60,012	\$618,231
Regional Surface Transportation Program	\$187,665	\$168,377	\$158,891	\$28,305	\$543,238
Highway Bridge Replacement and Rehabilitation Program	\$94,729	\$58,480	\$114,217	\$99,669	\$367,095
Surface Transportation Program Enhancement	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program Railroad Grade Crossing Protection	\$2,500	\$4,100	\$0	\$0	\$6,600
Other Federal Highway Programs					
Federal Lands Highway Program	\$19,594	\$3,368	\$0	\$0	\$22,962
Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
NCPD Program/Borders/Corridor Program	\$500	\$0	\$0	\$1,800	\$2,300
Recreational Trails	\$1,300	\$210	\$0	\$0	\$1,510
Transportation and Community and System Preservation Pilot Program	\$5,014	\$36	\$0	\$0	\$5,050
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$1,441	\$60	\$0	\$0	\$1,501
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	\$278,732	\$209,810	\$305,036	\$173,630	\$962,708
Emergency Relief Program	\$900	\$900	\$900	\$0	\$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	\$71,085	\$12,594	\$2,227	\$62	\$85,968
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0	\$0
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$421,568	\$298,810	\$282,790	\$222,989	\$1,226,157
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309(a) - Fixed Guideway Modernization	\$89,232	\$55,110	\$52,906	\$45,100	\$242,348
5309(b) - New Starts	\$114,175	\$91,267	\$91,396	\$73,900	\$370,738
5309(c) - Bus Allocation	\$63,017	\$30,422	\$29,440	\$57	\$122,936
5310 - Elderly & Persons with Disabilities Formula Program	\$4,572	\$822	\$400	\$0	\$5,794
5311 - Nonurbanized Area Formula Program	\$2,432	\$1,581	\$791	\$340	\$5,144
5313 - State Planning and Research	\$0	\$0	\$0	\$0	\$0
5314 - National Research and Technology Program	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute	\$14,620	\$8,929	\$9,383	\$1,939	\$34,871
5317 - New Freedom Program	\$6,407	\$4,029	\$4,228	\$912	\$15,576
5318 - Bus and Bus-Related Projects	\$0	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)	\$0	\$0	\$0	\$0	\$0
Other State Funds					
Traffic Congestion Relief Program	\$195,192	\$160,496	\$120,426	\$160,960	\$637,074
ST-SPR Partnership Planning	\$232	\$0	\$0	\$0	\$232
Other (State Transit Assistance;University; AB2766; PUC; STAL)	\$38,255	\$6,963	\$2,313	\$215	\$47,746
Local Funds	\$2,451,804	\$2,425,524	\$1,703,205	\$1,517,039	\$8,093,716
TDA	\$413,733	\$844,460	\$386,261	\$230,676	\$2,057,626
Sales Tax Measure	\$368,375	\$322,918	\$300,037	\$327,884	\$1,319,214
Other (Misc. Local funds))	\$1,512,693	\$1,258,146	\$1,016,907	\$958,479	\$4,746,225
Total Programmed	\$5,493,075	\$5,222,908	\$4,514,112	\$3,248,208	\$18,443,915

Southern California Association of Governments
2006 Regional Transportation Improvement Program Financial Summary
(Includes amendments)
(In \$000's)

Revenue	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (Includes Minor A program)	\$689,183	\$720,065	\$688,298	\$767,223	\$2,864,769
STIP (per CTC Green Book and CTC Resolution) (sum of all STIP below)	\$549,968	\$806,042	\$832,119	\$214,615	\$2,402,744
STIP-RIP	\$370,872	\$723,602	\$659,724	\$104,334	\$1,852,960
2006/07 ROW Allocation Plan	\$27,599	\$0	\$0	\$0	\$27,599
Status of Unallocated FY 2005/06 Projects		\$0	\$0	\$0	\$11,541
STIP-RIP - prior commitments	\$30,405	\$166	\$0	\$0	\$31,203
STIP-IIP	\$60,202	\$20,284	\$116,253	\$56,660	\$252,579
STIP-IIP - TE	\$817	\$12,793	\$4,505	\$1,345	\$19,460
STIP-RIP - TE	\$21,931	\$22,597	\$25,037	\$25,617	\$95,182
Local Assistance					
Congestion Mitigation and Air Quality	\$240,542	\$252,523	\$250,595	\$247,298	\$990,958
Regional Surface Transportation Program	\$198,077	\$217,264	\$221,105	\$221,104	\$857,550
Highway Bridge Replacement and Rehabilitation Program (per 3/23/06 Caltrans list for Lump sum & line item listings)	\$95,017	\$58,480	\$115,080	\$119,537	\$388,114
Surface Transportation Program Enhancement	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program Railroad Grade Crossing Protection	\$2,500	\$4,100	\$0	\$0	\$6,600
Other Federal Highway Programs					
Federal Lands Highway Program	\$19,594	\$3,368	\$0	\$0	\$22,962
Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
NCPD Program/Borders/Corridor Program	\$750	\$0	\$0	\$1,800	\$2,550
Recreational Trails	\$1,300	\$210	\$0	\$0	\$1,510
Transportation and Community and System Preservation Pilot Program	\$5,014	\$36	\$0	\$0	\$5,050
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$1,441	\$60	\$0	\$0	\$1,501
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance SAFETEA-LU (\$165,302,890)	\$360,366	\$224,120	\$330,434	\$173,630	\$1,088,550
	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0
Emergency Relief Program	\$0	\$0	\$0	\$0	\$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	\$72,540	\$16,470	\$2,227	\$62	\$90,344
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0	\$0
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$434,630	\$304,587	\$282,829	\$222,989	\$1,245,035
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309(a) - Fixed Guideway Modernization	\$89,232	\$55,110	\$52,906	\$45,100	\$242,348
5309(b) - New Starts	\$114,175	\$91,267	\$91,396	\$73,900	\$370,738
5309(c) - Bus Allocation	\$69,447	\$32,472	\$31,440	\$57	\$133,416
5310 - Elderly & Persons with Disabilities Formula Program	\$4,872	\$1,772	\$1,350	\$0	\$7,994
5311 - Nonurbanized Area Formula Program (per Caltrans/SAFETEA-LU Sheet estimated appt.)	\$3,383	\$2,895	\$2,995	\$340	\$9,613
5313 - State Planning and Research	\$0	\$0	\$0	\$0	\$0
5314 - National Research and Technology Program	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute	\$14,620	\$8,929	\$9,383	\$1,939	\$34,871
5317 - New Freedom Program	\$6,407	\$4,029	\$4,228	\$912	\$15,576
5318 - Bus and Bus-Related Projects	\$0	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)	\$0	\$0	\$0	\$0	\$0
Other State Funds					
Traffic Congestion Relief Program (per Draft June 6 CTC TCRP Allocation Plan)	\$198,399	\$177,767	\$120,426	\$160,974	\$657,566
Other (Describe)	\$41,700	\$21,811	\$16,161	\$215	\$79,887
Local Funds	\$4,369,582	\$4,232,254	\$4,203,336	\$1,544,214	\$14,349,386
TDA	\$768,854	\$777,084	\$817,324	\$295,679	\$2,658,941
Local Sales Tax	\$1,753,933	\$1,835,186	\$1,931,495	\$398,219	\$5,918,833
Other (Misc. Local funds)	\$1,872,288	\$1,619,984	\$1,454,517	\$850,316	\$5,797,105
Total Revenue	\$7,607,277	\$7,237,529	\$7,258,206	\$3,795,909	\$25,898,921

Appendix C:
Adopting Resolution



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Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

RESOLUTION No. 07-486-1

RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING AN ADMINISTRATIVE AMENDMENT TO THE 2006/07 – 2011/12 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2006 RTIP)

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(a) and (g) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §§134(g) 49 U.S.C. §5303(f) and 23 C.F.R. §450.312;

WHEREAS, also pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively;

WHEREAS, the SCAG Regional Council adopted the FY 2006/07 – 2011/12 RTIP (2006 RTIP) in July 2006, which was federally approved on October 2, 2006;

WHEREAS, the 2006 RTIP is a staged, multiyear, intermodal program of transportation projects which covered six fiscal years, and included a priority list of projects to be carried out in the first three fiscal years (2006/07, 2007/08, and 2008/09) and a listing of obligated projects from prior years that may require state or federal action;

WHEREAS, 23 U.S.C. § 134(h)(3)(C) and 23 C.F.R. § 450.324(f)(2) requires the 2006 RTIP to be consistent with the 2004 RTP;

WHEREAS, on August 10, 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law, Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839. SAFETEA-LU includes new and revised metropolitan transportation planning provisions and requires that the RTP and RTIP updates reflect these provisions beginning July 1, 2007;

WHEREAS, on December 8, 2005, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a Clarifying Guidance on Implementation of SAFETEA-LU Planning Provisions, and this guidance stated that MPOs in nonattainment and maintenance areas may take advantage of the four-year SAFETEA-LU update cycles for transportation plans immediately, and that on and after July 1, 2007, all state and MPO actions on RTPs and RTIPs (including amendments, revisions, or updates) must completely reflect all SAFETEA-LU planning provisions prior to FHWA/FTA action;

WHEREAS, on July 6, 2006, the Regional Council determined that it desired to take advantage of the four-year update cycle permitted under SAFETEA-LU, but

recognized that taking advantage of the four-year update cycle, which would result in adoption of the next RTP update in April 2008, could jeopardize the region's ability to do RTP and RTIP amendments after July 1, 2007, and correspondingly, the region's ability to implement its transportation improvements. To address this risk, the Regional Council directed staff to update the 2004 RTP and the 2006 RTIP to bring it into compliance with SAFETEA-LU before July 1, 2007;

WHEREAS, SCAG staff has conducted an analysis of the 2006 RTIP relative to the new and revised metropolitan transportation planning provisions in SAFETEA-LU and identified the key issues or "gaps" in the 2006 RTIP which need to be addressed in order to comply with SAFETEA-LU. As part of this undertaking, SCAG staff utilized a matrix developed by FTA in April 2006, which provided illustrative action steps to assist MPOs in making their planning products "SAFETEA-LU compliant";

WHEREAS, staff has addressed these gaps by way of preparing an Administrative Amendment to the 2006 RTIP (hereinafter referred to as the "Administrative Amendment");

WHEREAS, SAFETEA-LU requires that the RTIP include project and project phases covering four years. While SCAG's 2006 RTIP outlined a six-year program (2006/07 – 2011/12), the Administrative Amendment includes a priority list of projects for the first four fiscal years (2006/07, 2007/08, 2008/09 and 2009/10) pursuant to SAFETEA-LU and updates the Expedited Project Selection Procedures regarding these fourth year programmed projects.

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. 93.105, SCAG consulted with the respective transportation and air quality planning agencies, which involved discussion of a draft of the Administrative Amendment to the 2006 RTIP with the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) on February 27, 2007 and March 27, 2007. In addition, the required public review and comment process was undertaken. Specifically, the draft of the Administrative Amendment was reviewed by the Transportation and Communications Committee on March 1, 2007, who in turn authorized the release of the draft of the Administrative Amendment for a 30-day public review and comment;

WHEREAS, to the extent comments were received during the public review and comment period, staff has fully considered these comments into the final version of the Administrative Amendment;

WHEREAS, the Administrative Amendment proposes no changes to the required conformity components of the 2006 RTIP, and therefore, reaffirms the validity of the 2006 RTIP's conformity with respect to financial constraint (including financial constraint of the fourth year programmed projects), timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process;

WHEREAS, the Administrative Amendment to the 2006 RTIP demonstrates compliance with the planning requirements of SAFETEA-LU, along with other applicable federal requirements, including but not limited to:

- (1) SAFETEA-LU (23 U.S.C. § 134, *et seq.*)
- (2) The Metropolitan planning regulations at 23 C.F.R. § 450 *et seq.*;
- (3) Government Code Section 65080 *et seq.*;

- (4) Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)];
- (5) The Environmental Protection Agency (EPA) Transportation Conformity Rule at 40 CFR Parts 51 and 93 (August 15, 1997) and all associated courts rulings and federal guidance;
- (6) Title VI of the Civil Rights Acts of 1964 and the Title VI assurance executed by each State under 23 U.S.C. § 324 and 29 U.S.C. § 794;
- (7) Title II of the American with Disabilities Act of 1990 (42 U.S.C. § 120001 *et seq.*) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38); and
- (8) The Department of Transportation's Final Environmental Justice Order, enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment and requirements set forth in U.S.D.O.T. Order 5610.2, FHWA Order 6640.23 and 23 C.F.R. § 450.316(b)(ii).

NOW, THEREFORE BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments as follows:

1. The Regional Council approves and adopts the Administrative Amendment to the 2006 RTP for the purpose of complying with the requirements of SAFETEA-LU. In adopting this Administrative Amendment, the Regional Council finds as follows:

- a. The Administrative Amendment to the 2006 RTP complies with all applicable federal and state requirements, including the SAFETEA-LU planning provisions. Specifically, the Administrative Amendment addresses the following issues or "gaps" so as to comply with SAFETEA-LU: four-year programming, financial constraint, public participation, compliance with the State Highway Safety Plan and the Public Transit Element.
- b. The Administrative Amendment to the 2006 RTIP proposes no changes to the required conformity components of the 2006 RTIP, and therefore, reaffirms the validity of the 2006 RTIP's conformity with respect to financial constraint, timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process.

2. In approving the Administrative Amendment to the 2006 RTIP, the Regional Council approves the staff findings and incorporates all of the foregoing recitals.

3. SCAG's Executive Director or his designee is authorized to transmit the Administrative Amendment to the 2006 RTIP to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 5th day of April 2007.

Yvonne B. Burke
President
Supervisor, County of Los Angeles

Attested by:

Mark Pisano
Executive Director

Approved as to Form:

Joanna Africa
Interim Director of Legal Services

Appendix D:
Expedited Project Selection Procedures

Expedited Project Selection Procedures

Under State law (AB 1246), the County Transportation Commissions (CTCs- Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, San Bernardino Associated Governments, Riverside County Transportation Commission, Ventura County Transportation Commission, and Imperial Valley Association of Governments) are responsible for developing the county transportation improvement programs for submittal to SCAG. SCAG in turn prepares the RTIP using the county TIPs.

SCAG publishes the RTIP guidelines at the beginning of each RTIP cycle and outlines all federal, state, and MPO requirements to facilitate the development of the county TIPs.

SCAG analyzes all of the county TIP projects for consistency with the Regional Transportation Plan (RTP) and for financial constraint. SCAG incorporates the eligible projects into the Regional Transportation Improvement Program (RTIP) for conformity analysis. Projects that are not consistent with the federal and MPO requirements are not incorporated into the RTIP.

Should conflicts arise, they are worked out with the CTCs, SCAG's Regional Council and the Regional Transportation Agencies Coalition (RTAC). If a project should fall out, then SCAG coordinates with the CTCs to replace it. The Transportation Conformity Working Group also serves as a mechanism for interagency consultation for TIP issues between staff representatives from SCAG, the CTCs, Caltrans, and federal and state agencies.

1. Project Programming

Once the CTCs and the Imperial Valley Association of Governments (IVAG) have programmed funds to projects, as required by state and federal statutes, projects are then included in the RTIP in accordance with the estimated project delivery schedules. The first four years of the RTIP are required to be financially constrained, and programming beyond this period is for planning purposes only.

- Step 1 The CTC's/IVAG have established that projects programmed in the first four years are priority projects for the region and are programmed according to estimated project delivery schedules at the time of the TIP submittal. SCAG incorporates the county TIPs into the Regional TIP as submitted by the CTCs/IVAG in accordance with the appropriate transportation conformity and RTP consistency requirements.

- Step 2 SCAG performs all required conformity and consistency analysis and public hearings on the RTIP and adopts the RTIP.
- Step 3 SCAG submits the RTIP to the Governor (Caltrans) for incorporation into the State's Federal TIP, and SCAG simultaneously submits the conformity findings to the FHWA, FTA, and EPA for approval of the final conformity determination.

2. Expedited Project Selection Procedures

23CFR450.332

"If the State or transit operator wishes to proceed with a project in the second, third, or fourth year of the TIP, the specific project selection procedures stated in paragraphs (a) and (b) of this section must be used unless the MPO, State and transit operator jointly develop expedited project selection procedures to provide for the advancement of projects from the second or third year of the TIP"

In order to address the above regulation the SCAG region (SCAG, County Transportation Commissions (CTCs), Imperial Valley Association of Governments (IVAG) and transit operators) developed and agree to the following expedited project selection procedures.

Projects programmed within the first four years may be advanced to accommodate project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

- Step 1 County Transportation Commissions and Imperial Valley Association of Governments develops a listing of project to be advanced and submits a county TIP revision to SCAG.
- Step 2 SCAG analyzes and approves the county TIP revision and updates the RTIP.
- Step 3 County Transportation Commissions and Imperial Valley Association of Governments Work with Caltrans to obligate state/federal funds in accordance with revisions.